

REMARKS

Claims 1-34 are pending in this application, of which claims 1, 24 and 34 are independent. The following paragraphs are numbered to correspond to the Examiner's action.

2. Claims 1-8, 14-17 and 20-23 have been rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 4,836,123 ("Grinde"). Applicant respectfully traverses this rejection, and requests reconsideration in light of the above amendments and the following remarks.

Claim 1-23 have been deleted, rendering the rejections thereto moot.

4. Claims 9-13, 18-19 and 24-34 have been rejected under 35 U.S.C. § 103(a) as being obvious over Grinde in view of U.S. Patent No. 4,007,387 ("Rustecki"). Applicant respectfully traverses this rejection, and requests reconsideration in light of the above amendments and the following remarks. Independent claims 24 and 34 have been amended to include the limitations of claim 27.

Grinde discloses a compact motor-generator set having a water-cooled engine and mounted within a water-tight shroud mounted exterior to the hull of a marine craft or within a bilge area. Rustecki discloses a permanent magnet alternator of a particular construction including a rotor with field coils on core elements of magnetic material and a stator having windings disposed on an annular magnetic core, such that the rotor and stator are arranged to be coaxial with the rotor core elements confronting the stator core.

Neither Grinde nor Rustecki, along or in combination, teach or suggest a marine electric power generator mounted inside a boat hull comprising a four-stroke, water-cooled engine with a vertically-oriented drive shaft and an exhaust system including an exhaust riser extending to above a water line of the hull; a permanent magnet alternator with a cup-shaped rotor mounted at one end of the engine drive shaft to produce electricity; a transportable frame upon which the engine and alternator are mounted, the platform defining mounting points for securing the

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generator inside the boat hull, wherein the rotor carries an arrangement of permanent magnets attached to an inner circumferential surface of the rotor.

As provided in the Applicant's original disclosure at page 10, lines 10-22, a permanent magnet alternator, having a cup-shaped rotor carrying an arrangement of permanent magnets attached to an inner circumferential surface of the rotor, features a very low profile or axial length and replaces the standard engine flywheel while adding only a diminutive increase to the height to the motor-alternator combination. Accordingly, the combination of the instantly claimed alternator and engine having a vertically-oriented drive shaft for power generation aboard watercraft satisfy the stringent spatial limitations imposed by such watercraft and enables the use of commercially available, water-cooled engines and engine components from vertically shafted, outboard marine motors. Applicants submit that the prior art fails to teach or even suggest each and every one these claim limitations in the context of these broad claims.

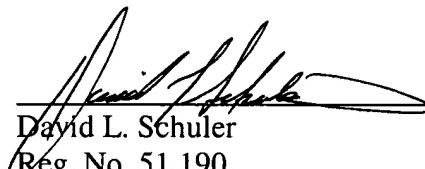
Claim 34 is patentable for at least the same reasons as claim 24.

In light of the above remarks and amendments, applicant asks that all claims be allowed.

Enclosed is a \$210.00 check for the Petition for Extension of Time fee. Please apply any other charges or credits to deposit account 06-1050, referencing Attorney Docket No. 00637-031001.

Respectfully submitted,

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